

## **AMENDMENTS TO THE CLAIMS**

The following listing of claims will replace all prior versions and listings of claims in the application.

### **LISTING OF CLAIMS**

1 - 7 (Cancelled)

8. (Previously presented) A vehicle comprising:

an engine;

a primary driveline coupled to said engine and having a pair of first wheels, each first wheel being coupled to a first wheel brake;

a secondary driveline having a pair of second wheels, each second wheel being coupled to a second wheel brake;

a clutch operable for selectively drivingly interconnecting said engine to said secondary driveline;

an actuator operable to selectively supply pressurized fluid to each of said first wheel brakes, said second wheel brakes and said clutch to apply said brakes and said clutch; and

a controller operable to signal said actuator to supply a predetermined pressure to at least one of said brakes and said clutch.

9. (Original) The vehicle of claim 8 wherein said actuator includes a plurality of pressure modulators and a plurality of pressure sensors, said pressure sensors being operable to provide said controller signals indicative of the pressure provided by said pressure modulators.

10. (Original) The vehicle of claim 9 wherein one of said pressure modulators is operable to vary the pressure of fluid supplied to said clutch.

11. (Original) The vehicle of claim 10 further including a pump and an accumulator plumbed to supply said actuator, said accumulator operable to store a volume of pressured fluid.

12. (Original) The vehicle of claim 8 wherein said controller also controls said vehicle engine.

13. (Original) The vehicle of claim 8 further including a plurality of vehicle sensors operable to provide signals to said controller indicative of vehicle operating conditions.

14. (Original) The vehicle of claim 8 wherein said actuator is operable to simultaneously provide pressurized fluid to each of said wheel brakes and said clutch.

15. (Original) The vehicle of claim 8 further including second and third clutches, said actuator being operable to supply pressurized fluid to said second and third clutches.

16. (Previously presented) The vehicle of claim 15 wherein said second clutch is mounted in a drive axle assembly and operable to modulate torque supplied to one of said pair of first and second wheels.

17. (Currently amended) A method of controlling the stability characteristics of a vehicle having a controller in communication with an actuator, a primary driveline with a first set of wheels and brakes as well as a secondary driveline with a second set of wheels and brakes, each of the brakes and the clutch being in fluid communication with the actuator, the vehicle having a power transfer mechanism with a clutch for

selectively drivingly interconnecting the primary and secondary drivelines, the method comprising:

determining if one or more of the brakes and the clutch should be actuated to maintain vehicle stability;

determining a fluid pressure to be supplied to the brakes and the clutch;

supplying pressurized fluid from the actuator to the brakes and clutch to be actuated;

providing a signal to the controller indicative of the pressure being supplied to the brakes and the clutch; and

modulating the pressure supplied to provide the desired pressure.

18. (Original) The method of claim 17 further including determining the pressure supplied to each brake and clutch.

19. (Original) The method of claim 17 further including simultaneously supplying pressurized fluid to at least one brake and one clutch.

20. (Original) The method of claim 19 further including pumping fluid to the actuator and storing pressurized fluid in an accumulator.

21 - 22 (Cancelled)

23. (Currently amended) A vehicle comprising:

a first shaft;

a second shaft;

a clutch operable to selectively transfer drive torque between said first and second shafts;

wheel brakes;

a ~~first~~ source of pressurized fluid;  
~~a first~~ an actuator operable to selectively supply said pressurized fluid from said ~~first~~ source to said wheel brakes and said clutch; and  
a controller in communication with said ~~first~~ actuator to control the duration and magnitude of pressure supplied to said wheel brakes and said clutch.

24. (Currently amended) The vehicle of claim 23 wherein said ~~first~~ actuator includes a plurality of pressure modulators operable to regulate the pressure of the fluid supplied to the wheel brakes and the clutch.

25. (Currently amended) The vehicle of claim 24 wherein said ~~first~~ actuator includes a pressure sensor operable to provide a signal indicative of the fluid pressure exiting one of said plurality of pressure modulators.

26. (Previously presented) The vehicle of claim 25 wherein said pressure sensor is in communication with said controller, said controller being operable to control said pressure modulators to provide a target pressure based on feedback from said pressure sensor.

27. (Previously presented) The vehicle of claim 24 wherein said pressure modulators are operable to substantially simultaneously provide different fluid pressures to each of said wheel brakes and said clutch.

28. (Currently amended) The vehicle of claim 23 further including an accumulator for storing pressurized fluid, said stored pressurized fluid being in selective communication with said ~~first~~ actuator.

29. (Previously presented) The vehicle of claim 28 further including a motor and a pump operable to supply pressurized fluid to said accumulator.

30. (Previously presented) The vehicle of claim 23 wherein said clutch is a transfer clutch in a transfer case and said second shaft is drivingly coupled to a set of wheels.

31. (Previously presented) The vehicle of claim 23 further including vehicle sensors being operable to provide signals to said controller indicative of vehicle operating conditions.

32. (Cancelled)